CURRENT PRICES OF ENGINEERING MATERIALS

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PRICE CHANGES AND THE BUSINESS OUTLOOK.

The most important development of the month was the decline of 50 cts. a ton in the price of pig iron. This, however, brought buyers into the market. Scrap materials are likewise easier and 50 cts. a ton cheaper. The shading in the price of structural steel shapes, which has been noted for some months in the low prices named for fabricated material, is more pronounced. On angles and I-beams this amounts to $1 a ton.

Sellers of crushed stone and sand in the vicinity of New York have slightly advanced their quotations. The price of brick is higher than last month. Otherwise price changes have been unimportant, for the last month was one of hesitation in trade.

Marked improvement has recently been shown and business the country over is now better than at any time since the beginning of the year.

An unusually large mileage of new railroad construction is contemplated in the Southwest. The Harriman interests, through subsidiary companies, are planning the construction of nearly 2,000 miles of new railroad. This includes the building of an entirely new line across the State of Arizona, and one equal to the length of the State running in a northeasterly direction, besides numerous branches and spurs in New Mexico, Colorado and Arizona. The financing of these new lines has already been provided for.

The Atchison is planning to build 500 miles in Southern Texas and about 300 miles in Kansas. This company will also do over 250 miles of double tracking on the Illinois, Mississippi and Albuquerque divisions. By the end of the year a sum in excess of $50,000,000 will be available for this work. The St. Paul, having completed its Pacific Coast line, is now building spurs; a recent one 35 miles long in Washington has been authorized.

New electric railroads include a 60-mile line in Illinois, and a 90-mile road in Montana.

Among the important water-power developments announced during the month is one on the Kennebec River, Maine, which will eventually furnish 100,000 horse-power. A 30,000 horse-power hydro-electric development is being planned on the Spokane River.

The new building developments during the month have, for the most part, been for small structures, although a $5,000,000 hotel and a $1,500,000 bank are under way in Chicago, and plans have been approved for a $5,000,000 station in Montreal for the Grand Trunk. Industrial works include the $3,000,000 steel plant for Middletown, Ohio, which has been projected some time. A $1,000,000 car shop and yard for the Big Four will be built near Indianapolis; a $2,000,000 yard improvement is contemplated in Cleveland, and shops in Collinwood, Ohio, call for construction amounting to $1,000,000. The Lake Shore will shortly let contracts for new shops and yards in Elkhart, Ind. These will cost about $3,000,000.

Extensive sewer work is contemplated in Kansas City, Mo. Actual work on additional subways in New York City will probably begin some time this year. Contracts have been let for 200 miles of highway improvement in New York, and bids are asked for the construction of 28 miles of additional sections on the New York Barge Canal.

LABOR.

More inquiries are coming in the employment offices than for some time. There is a very good demand outside of New York. In this city business is better but a little backward. In Arkansas common labor is wanted and miners are in especially good demand. The difficulty, in this particular line, is to get men with experience. Common labor can now be had at $1.50, and foremen at $2.25.

The increase granted to the employees of the B. & O. is an important step and the outlook in this line shows an improvement compared with a month ago.

Skilled labor is in demand all over the country. An order has been received in and of the New York labor bureaus for factory hands in Michigan.

The immigration figures so far this year are not up to those of last year but the steamship companies report that there will be a large increase in west-bound travel in the near future. In fact, it has begun already bookings on the other side being large.

CEMENT, LIME AND BRICK.

PORTLAND CEMENT.—The business booked during February exceeded that placed during January and the trade, as a whole, is in much better shape. Some deliveries have been made to carry on existing work, but it is seldom that outside operations have been so seriously reported by unfavorable weather as they have this month. Stocks at the works are large in anticipation of heavy orders for shipment against existing contracts as soon as the material is needed. In the line of new work the additional contracts for Barge Canal construction in this state will call for a large amount of material and the same is true of new subway construction in New York City. In Chicago extensive improvements of the street railroads will take a large amount of material and likewise the new railroad development in the West.

Prices are without change and makers of cement continue to increase their facilities for turning out material. Delivered in New York within lighterage limit the standard brands are quoted at $1.43 per bbl.; in Philadelphia, $1.42; in Boston, $1.52.

Imported cement continues unchanged. Alsen's being quoted at $2.42 and Dyckerhoff's $2.43.

NATURAL CEMENT.—Very little business being taken, the manufacturers awaiting the opening of spring trade. The price is unchanged, at 80 cts. per bbl. delivered alongside the dock, New York.

LIME.—The demand is very limited and prices are without change. For large lots delivered New York City quotations are as follows: State common, per bbl., 75 cts.; Rockland-Rockport common, 92 cts.; Rockland-Rockport special, 320 lbs., $1.37; select finish, 350-lb., net, $1.60; New Milford, $1.30. Hydrated lime for brick work is $6.50 per ton; for finishing, $9 per ton. These prices are for carload lots.

Adamant wall plaster is $6 per net ton delivered at the work.

PLASTER BLOCKS.—For large lots prices are as follows:

Thickness.	Weight lbs. per sq. ft.	Price cts. per sq. ft.
2-in.	8	6
3-in.	8½	6¼
4-in.	11	7¼

These blocks are made 32-in. long by 13¼-in. wide containing 3 sq. ft. of surface. The 2-in. blocks are solid, but the others are hollow.

Plaster boards ⅜-in. thick are 16 cts. per sq. yd.

BRICK.—Prices continue to advance and Hudson River common brick are now quoted at $7 to $7.50 per M. The supply is small and, in spite of the cold weather, there has been an excellent demand. In New England the demand is fair with $7.50 per M. quoted in Boston. The Illinois Brick Co. in a recent report says: "The outlook for the coming year is very good. The prospect for large building operations in this city (Chicago) are brighter than ever."

Hard brick are $6.50 New York.

White enameled brick are unchanged at $60 per M. for the American size (8⅜ × 2¼-in. enameled surface by 4¼-in. bed) and $80 per M. for the English size (9 × 3-in. enameled surfaced by 4½-in. bed). These prices include delivering at the work in New York City or f. o. b. cars in the Eastern and Middle States.

STONE.

HUDSON RIVER BLUE.—Conditions in this trade have been but very quiet but a good business is expected after the frost is out of the ground.

Prices are without change from last month and for delivery, either along side of dock or f. o. b. cars, New York prices are as follows:

Flagging, 6 cts. per sq. ft. per in. of thickness; flagging 3-in. thick that will pass New York specifications is 18 to 19 cts. per sq. ft. Some 3-in. stone is sold at 17 cts. Wherever 2-in. stone will answer it can be had at 12 cts. New York with freight added to destination.

Sewer bottoms 5 ft. sq. and 3-in. thick are 25 cts. per sq. ft. Curbing 5 × 16-in. is 35 cts., and 5 × 20-in. is 47 cts. per lin. ft. Belgian bridge, 6 × 24-in. × 5-in. thick is 60 cts. and 6-in. thick is 72 cts. per lin. ft.

Promiscuous shapes of building and foundation stone sell at 70 cts. and 74 cts. per cu. ft.; dressed stone is 82 cts. to 86 cts. per cu. ft.

GRANITE.—The chief interest, in the local market, will be the letting of the contract for the new municipal building. Other building work shows improvement. Prices are unchanged, and for promiscuous shapes of Maine granite 40 cts. per cu. ft. is asked, dressed granite is 80 cts. to $1 per cu. ft.

CRUSHED STONE, SAND AND GRAVEL.

CRUSHED STONE.—A number of inquiries are in the market, but they have not been closed. The contractor for the state roads in New York have been busy sounding the market, but as yet have not placed any orders. Prices are without change and for full cargo lots of approximately 500 yds., delivered along side of dock quotations are as follows: 1½-in., 90 cts.; ¾-in., $1.05; screenings, 85 cts. These prices are per cu. yd. for trap rock. Limestone is obtainable at about 5 cts. a yd. less.

SAND.—Prices are firmer. There has been considerable competition among the sellers of Long Island sand and finally when the price declined to below the cost of production some dropped out of the race. Standard grades of Long Island washed sand are 35 cts. per cu. yd. delivered along side dock. Contracts for the year are being made at this figure.

White quartz sand is 58 to 62 cts. per cu. yd., but white quartz grit has advanced sharply and is now quoted at 75 cts. per cu. yd.

GRAVEL.—Prices have advanced since last month and washed gravel is now 70 to 80 cts. per cu. yd. delivered along side of dock. The price of pebbles for roofing purposes is unchanged at $1.25 net ton. White quartz roofing gravel is $1.25 to $1.35.

IRON AND STEEL.

PIG IRON.—The market is weaker and prices have declined fully 50 cts. a ton. This is the most important development in the pig iron trade in several months and no inconsiderable tonnage has been disposed of at the lower figure which is $13.50, Birmingham, for southern No. 2.

About the middle of the month weakness developed in the Cincinnati market and considerable resale iron appeared. This in itself was not sufficient to establish quotations on the lower level, but it did undermine the situation so that when an important consumer came into the market for only a fair tonnage, he was able to procure it at the concession. Later, considerable Virginia iron was sold in the Chicago market at somewhat lower figures. To-day all the important grades of iron, with the exception of charcoal, are 50 cts. a ton cheaper. It is true that No. 2 foundry in Chicago is quoted the same price, but producers are delivering, which they did not do a month ago. Some business has developed for second half delivery on the basis of $14. Birmingham, and large consumers in the West have purchased fully 25,000 tons at $14 to $14.50, Birmingham. Rumors are rife at this time, that there is an unusually large stock of unsold iron in the furnace banks in the South. This is denied by the highest authority tnd it is probable there is not over 200,000 tons, including warrant, of unsold iron in the South. The melting of iron is fair. The cast-iron pipe trade is exceptionally good.

The following quotations are for lots of 100 gross tons and over f. o. b. cars to points named: Cincinnati, southern foundry No. 1, $17.25 to $17.75; southern No. 2, $16.75 to $17.25; southern No. 4, $17.00. In Philadelphia northern foundry No. 2 X is $18.50 to $18.75. In New York northern foundry No. 2 X is $18.75, and No. 2 plain, $18.50. In Chicago northern foundry No. 2 is unchanged, at $19, but southern foundry No. 2 is lower at $18.35 to $18.85. In Pittsburg, Bessemer is $18.90, including the 90-ct. freight rate from the valley. As stated, southern foundry No. 2 Birmingham is $13.50 for first half delivery, but $14 is demanded for second half.

STRUCTURAL SHAPES.—Business during February was equal in volume to that taken in January and the outlook is good. Some concessions in prices have been named on I-beams and angles, but this only amounts to $1 a ton and it is believed that it is more an irregularity in price than an actual reduction. During January the American Bridge Co. closed contracts for fabricated material amounting to 40,000 tons and the independents secured at least 60,000 tons.

Considerable good business has developed in the West and the railroad equipment companies are taking much material. Some of the contracts closed include several bridges for the New York, New Haven & Hartford Railroad; a small job in Syracuse, N. Y., taken by a local concern and a number of small buildings in the middle West. No cancellations have been made and the only thing approaching it was the withdrawing of inquiries by the Chicago & Norththwestern for 12,000 to 14,000 tons of bridge material.

In San Francisco some of the plain material ordered last year arrived about the middle of February. Importers are offering to land foreign shapes there at about 1.80 cts. The price from store, San Francisco, for beams and channels 3 to 15-in. is 2.70 cts.

With the exception of the changes noted above we repeat prices of last month, in cents per pound f. o. b. Pittsburg, as follows: I-beams and channels, 3 to 15-in., 1.50 to 1.55; over 15-in., 1.65; H-beams over 8-in., 1.75; angles, 3 to 6-in., 1.60; over 6-in., 1.65; zees over 3-in., 1.60; deck beams and bulb angles, 1.80; hand rail tees, 2.80.

Chicago store prices in cents per pound are as follows: Angles, 3 to 6-in., 2 to 2.10; over 6-in., 2.10 to 2.20; the beams and channels base, 2.

STEEL RAILS.—Several excellent orders for rails have been booked. The Baltimore & Ohio placed orders for 70,000 to 75,000 tons; approximately one-third to be open-hearth. The Southern Railway is calling for 60,000 tons and Mexican lines recently purchased 16,000 tons; the Frisco ordered, from an Alabama mill, 26,000 tons. Quite a little business is coming up in the light rail line. The Carnegie Steel Co. booked orders for about 10,000 tons last month, and the street railroads in Los Angeles are in the market for a fair amount. The new rail mill in Gary is not only able to handle all of the western business that naturally comes to it, but is taking some orders for eastern roads. The western roads have been able to make quite an effective saying in freight by placing their entire orders in the Chicago market.

Small lots, carloads, are 50 cts. a ton higher than the following prices, which are for 500-ton lots and over f. o. b. Pittsburg: Standard sections, 50 to 100-lb., $28; 40 and 45-lb., $27; 30 and 35-lb., $27.50 to $28.50; 20 and 25-lb., $27.75 to $28.25; 12 and 14-lb., $29; 8 and 10-lb., $32. Relaying rails can be had at $22 to $26, according to delivery and quality.

TRACK SUPPLIES.—Some very good business has developed in this line. Indications are that railroads will do a great deal of track work in the coming spring. In addition to the regular repair work, there is a large amount of new mileage under way. Deliveries are now being made on contracts placed last year. Some of the mills have all the orders they care for for the next few months.

Prices are unchanged. Standard railway spikes, 4½ × 9/16-in. and larger, are quoted at 1.80 to 1.85 cts. Boat spikes are 1.80 cts. base. These prices are for carload lots and larger f. o. b. mill, 10 cts. per 100 lbs. advance being charged for small lots. Track bolts with square nuts are held at 2.30 to 2.50 cts. per lb., and angle bars 1.50 to 1.55 cts. per lb. in Chicago and Pittsburg.

PLATES.—The car manufacturers are the largest buyers of plates and they have contracted for enormous tonnages. They continue to urge deliveries on contracts placed some time ago and the plate mills are clogged with business. This applies particularly to old contracts, as in the last fortnight there have been few important orders placed. In the line of pipe work the best thing in sight is an inquiry for about 10,000 tons for a 48-in. riveted steel pipe line built by the City of Portland, Ore., for water supply. The Eastern mills are in a relatively better position as far as deliveries are concerned than those in the West.

The only shipbuilding work that has developed is two small coast-wise steamers, and the contracts for these have not yet been placed.

Prices are unchanged and for mill shipments are quoted as follows per lb.: ¾-in., thick up to 100 ins. wide, 1.55 to 1.60 cts.; ¼ to 3/16-in. thick, 1.65 to 1.70 cts. Under 3/16-in. and heavier than No. 8 gage, 1.70 to 1.75 cts. No. 8 and No. 9 gage, 1.80 to 1.85 cts. Store prices in Chicago are 2 cts., base.

STEEL CASTINGS.—Prices continue without change and there is a great deal of business. Open hearth castings weighing from 10c to 500 lbs. are 3½ to 5 cts. Crucible castings within the above limits are 7¾ to 9 cts.

PILING SHEET STEEL.—Very few orders have been placed and the market continues unchanged at 1.60 to 1.70 cts. per lb. f. o. b. Pittsburg. This price would be shaded for large lots.

CASTINGS, GREY IRON.—The ordinary castings used on general outside construction work, such as manhole covers and other simple but heavy pieces are 1.5 to 1.75 cts. per lb. General building castings such as columns, column-caps and simple factory stair work can be had at 2 to 2.25 cts. per pound. For a large and desirable order as low as 1.75 cts. would be done and some business has been taken at 1.60 cts.

CAST-IRON PIPE.—A good deal of business has developed. This comes from all parts of the country, and while no especially large contracts have been placed, there have been numerous orders for small lots. A feature of the business placed last month has been the orders given by private water-works companies. Due solely to the low prices of pig iron, there is a reduction of $1 a ton in Birmingham. In the northern markets, however, prices continue unchanged, although the city of Worcester, Mass., early in the month, bought some at $25.35 delivered there; which was a low price. The Chicago inquiry is still in the market. The leading interest sold about 5,000 tons of gas pipe late in the month. The Department of Water Supply, City of New York, is in the market for 6,500 tons and Cleveland is figuring on about 3,000 tons.

With the exception noted the prices of water pipe are unchanged from last month, per net ton f. o. b. cars at foundry, as follows: Birmingham, Ala., 4 to 6-in., $25; 8

to 12-in., $24; over 12-in., $23. In Chicago, 4-in., $28.50; 6 to 12-in., $27.50; 16-in. and larger, $26.50. In New York, 6-in. is quoted at $25.50 to $26. Gas pipe is held $1 per ton higher in all markets.

Specials are held at $50 to $60 per ton net. This can be shaded for a large order.

FREIGHT RATES.—The freight rates, on finished steel products, from the Pittsburg district, including plates, structural shapes, merchant steel and iron bars, pipe, fittings, plain and galvanized wire, nails, rivets, spikes and bolts (in kegs), black sheets (except planished), chain, etc., are as follows, in cts. per 100 lbs.; Albany, 16; Buffalo, 11; Boston, 18; Baltimore, 14½; Canandaigua, 13½; Cleveland, 10; Columbus, 12; Cincinnati, 15; Chicago, 18; Harrisburg, 14½; Louisville, 18; New York, 16; Norfolk, 20; Philadelphia, 15; Rochester, 11½; Richmond, 20; Scranton, 15; St. Louis, 23; Washington, 14½.

RIVETS.—The structural steel fabricators are large buyers but only a little business has developed from shipbuilders. Prices, f. o. b. mill, are unchanged from last month as follows: Structural rivets, ¾ in. and larger, 2.15 cts., base; cone head boiler, rivets, ⅞-in. and larger 2.25 cts., base; ⅝-in. and 11-16-in. take an advance of 15 cts., and ½-in. and 9-16-in. take an advance of 50 cts.; in lengths shorter than 1-in., also take an advance of 50 cts. The above prices are absolutely minimum on contracts for large lots, makers charging the usual advances of $2 to $3 a ton to the small trade.

WIRE ROPE.—Some orders for large lots from Panama have been placed, but prices are without change. The discounts to the larger consumers are 42½% and 2½% discount from list for galvanized and 50% and 2½% for plain. The net prices of galvanized are as follows:

Diameter in inches.	Cts., per ft. 7 Wires to Strand.	12 Wires to Strand.
½	3.4	4.
⅝	4.5	5.1
¾	5.1	5.5
⅞	6.75	7.3
1	7.75	8.8
1¼	13.5	14.
1⅜	15.2	10.2
1½	20.	21.
1⅝	21.5	22.5
1¾	25.	26.

ROOFING, CORRUGATED.—The demand is large and some difficulty is experienced by manufacturers in filling orders with promptness desired by consumers. Galvanized is not in particularly brisk demand.

Quotations are unchanged from last month and for 100 sq. ft. of roof surface are as follows: Carloads, Pittsburg, No. 28 painted, $1.70; No. 28 galvanized, $3. From store, New York, No. 24, painted, $3.85; galvanized, $4.80; No. 26, painted, $2.95; galvanized, $4; No. 28, painted, $2.60; galvanized, $3.75.

SHEETS.—Premiums of $2 to $3 a ton are freely paid for prompt delivery. New orders placed with manufacturers are not as large as last month, still they are nearly to the capacity of the mills and deliveries continue very slow, ranging from eight to ten weeks behind specifications. Mill prices for carload lots are unchanged from last month, as follows:

	Cts. per lb. Black.	Galvanized.
Nos. 3 to 8	1.70	....
Nos. 9 and 10	1.75	....
Nos. 11 and 12	1.80	....
Nos. 13 and 14	1.85	2.50
Nos. 15 and 16	1.95	2.60
Nos. 17 to 21	2.20	2.75
Nos. 22 and 24	2.25	2.90
Nos. 25 and 26	2.30	3.10
No. 27	2.35	3.30
No. 28	2.40	3.50

Store prices Chicago are as follows:

	Cts. per lb. Black.	Galvanized.
No. 10	2.30	
No. 12	2.35	3.25
No. 14	2.40	
No. 16	2.50	3.35
Nos. 18 and 20	2.85	3.40
Nos. 22 and 24	2.90	3.55
No. 26	2.95	3.70
No. 27	3.00	3.95
No. 28	3.10	4.15
No. 30	3.30	4.55

MERCHANT PIPE.—Mills are busily engaged in making large shipments of pipe to the Kansas gas field. The Arkansas Natural Gas Company, which has been in the market for some time, recently placed an order for 200 miles of pipe. For large orders there has been considerable shading of prices but the general discounts are as follows, for mill shipment of carload lots or over: Black, ⅜ to 6 ins., 78%; 7 to 12 ins., 72%; galvanized, ⅜ to 6 ins., 68%; 7 to 12 ins., 57%.

The net prices in the following table are computed at these discounts:

	Steel Pipe in Cts., per ft., f. o. b. Mill. Black.	Galvanized.
⅜-inch	2.53	3.68
1-inch	3.63	5.28
1¼-inch	4.95	7.20
1½-inch	5.94	8.64
2-inch	7.92	11.52
2½-inch	12.67	18.30
3-inch	16.61	24.16
4-inch	23.76	34.56
5-inch	31.90	46.30
6-inch	41.36	60.16
7-inch	65.80	101.05
8-inch	70.00	107.50
9-inch	95.20	146.20
10-inch	112.00	172.00
11-inch	126.00	193.50
12-inch	137.20	210.70

NAILS.—New business is light and some talk of lower prices is heard in the west. In general, prices are unchanged as follows: Carloads to jobbers, $1.85; to retailers, $1.90; less than carloads to jobbers, $1.90; to retailers, $2. From jobber's store, New York, $2.10 is quoted. Cut nails are $1.85 base, Pittsburg, and $2.10 base, from store New York. All these prices are for kegs of 100 lbs.

WIRE.—During the cold weather there has been very little new business, but a large trade is anticipated in the spring. Jobbers have fair stocks and the mills are accumulating supplies.

The base prices, to retailers f. o. b Pittsburg, are as follows: Carloads, annealed, $1.70; galvanized, $2. Less than carloads, annealed, $1.80; galvanized, $2.10.

Barb wire painted is $1.95 for carloads, and $2 for smaller quantities; galvanized is $2.20 for carloads and $2.30 for small lots.

Staples are $2.43, Chicago, to retailers in less than carload lots. All of these prices are per 100 lbs.

SWEDISH STEEL.—Trade is quiet except for drill steel.

Flat bars are sold at 6 cts. per lb. base from store. The sizes in most common use are either sold at the base price or 1 ct. above.

Drill steel, either round, hexagonal or octagon, is 6 cts. per lb. for all sizes ⅝ to 2 ins. For sizes 2½ to 3 ins. 7 cts. is quoted and 3½ to 4 ins. is 7½ cts.

Hollow drill rod is held at 12½ to 15 cts. for the imported.

Anvils of Swedish steel are held at 9 to 9½ cts. per lb. They weigh from 80 to 600 lbs.

BAR IRON AND STEEL.—The shortage noted last month is less acute. The prices of small lots from store are as follows:

Refined iron:	Cts. per lb.
1 to 1⅞-in. round and square	2.00
1½ to 4 in. × ⅜ to 1 in.	2.20
1½ to 4 in. × ½ to 5-16	2.20
Rods—⅜ and 11-16 round & square	2.20
Angles:	
3 in. × ¼ in. and larger	2.25
3 in. × 3-16 in. and ⅛ in.	2.50
1½ to 2½ in. × ¼ in	2.35
1½ to 2¾ in. × 3-16 in. & thicker	2.25
1 to 1¼ in. × 3-16 in	2.35
1 to 1¼ × ⅛ in	2.45
⅞ × ⅛ in.	2.55
¾ × ⅛ in.	2.65
⅝ × ⅛ in.	3.70
½ × 3-32 in.	4.50
Tees:	
1 in.	2.80
1¼ in.	2.60
1½ × 2½ × ¼ in	2.50
1½ to 2½ × 3-16 in.	2.50
3 in. and larger	2.30
Beams	2.25
Channels, 3 in. and larger	2.25
Bands—1½ to 6 × 3-16 to No. 8	2.45
Norway bars	3.50
Bessemer machinery, Steel	2.00
Cast steel, base	7.00
Special cast steel, base	14.00 to 15.00

SWITCH POINTS.—The inquiry is large and some business has been done for export.

The following prices are named f. o. b. mill for switch points in lots of ten or more pair: For 60-lb. rail, 10-ft. points, $16.25; 15-ft. points, $22.50; for 70-lb. rail, 10-ft. points, $18; 15-ft. points, $25; for 80-lb. rail, 10-ft. points, $25.50; 15-ft. points, $27.75; for 90-lb. rail, 15-ft. points, $30.50; for 100-lb. rail, $33.50. All of the above are furnished with three rods, except the 10-ft. points or 60 and 70-lb. rail, which have only two.

FROGS.—For mill shipments, of ten or more, prices are as follows: Bolted frogs No. 7, for 60-lb. rail, $15; for 70-lb. rail, $16.50; for 80-lb. rail, $18; No. 8 frogs for 90-lb. rail, $21; for 100-lb. rail, $23. Plate frogs No. 7, riveted to ⅝-in. plate for 60-lb rail, $18; for 70-lb. rail, $20; for 80-lb. rail, $21.50. No. 8 frogs bolted to a ⅝-in. plate for 90-lb. rail are $25.50 for 100-lb. rail, $27.50.

SPIRAL RIVETED PIPE.—Prices continue unchanged from last month. The prices given below are f. o. b. factory, freight equalized, with New York City being figured at a discount of 50 and 10 and 10% from list. They are for orders amounting to about $250. For large orders, of several carloads, prices are from 12½% to 20% cheaper.

Diameter in ins.	*Thickness of steel, Birmingham wire gage.	Price per 100 ft. With bolted joints complete. Plain.	Asphalted.	Galvanized.
3	20	$12.80	$14.21	$20.70
4	18	19.76	21.48	30.74
5	18	23.40	25.70	37.14
6	16	33.03	35.76	49.73
7	16	37.58	40.76	56.82
8	16	43.17	46.80	65.00
9	16	50.06	54.10	74.22
10	14	66.42	71.08	96.15
11	14	71.20	76.57	102.24
12	14	83.75	89.15	118.32
13	14	89.67	96.55	127.98
14	14	99.14	105.51	138.85
15	14	108.05	114.89	151.92
16	14	117.53	124.82	166.58
18	12	167.43	175.95	226.44
20	12	183.79	193.30	248.39
22	12	200.48	210.64	269.21
24	12	219.92	231.07	293.99
26	10	280.26	292.41	370.78
28	10	301.32	314.89	395.37
30	10	324.81	339.15	430.64

*Made in both lighter and heavier gages at corresponding differences in price.

LAG SCREWS.—Prices continue unchanged from last month. They are sold at a discount of 75 and 10% from list. Net prices are as follows:

	Price per 100 ½-inch.	¾-inch.	1-inch.
3½-inch	$1.17	$2.40	$5.00
4-inch	1.25	2.53	5.25
4½-inch	1.33	2.70	5.50
5-inch	1.40	2.85	5.80
6-inch	1.58	3.20	6.40
7-inch	1.73	3.50	7.00
8-inch	1.82	3.85	7.60
9-inch	2.05	4.10	8.20
10-inch	2.25	4.45	8.75
11-inch	2.40	4.70	9.30
12-inch	2.60	5.00	9.90

BOLTS.—Prices are unchanged. The discount on common carriage bolts, to the retail trade and larger consumers, is 70 and 7½% from list, on bolts ⅝ × 6 ins., and smaller. The lowest price is 65 and 5% discount for larger and longer bolts. Net prices are as follows:

Length in inches.	Diameter in inches—Net price per 100. ⅝	½	⅜
4	$0.74	$1.22	$2.86
5	0.83	1.36	3.15
6	0.92	1.52	3.50
7	1.22	1.65	3.75
8	1.34	1.80	4.25
9	1.45	1.95	4.50
10	1.55	2.20	4.75
12	1.75	2.40	5.25
14	1.90	2.70	5.90
15	2.05	2.85	6.25
18	2.40	3.25	7.20
20	2.60	3.50	7.75

OLD MATERIAL.—Prices have declined, practically without exception, in all the important consuming centers. The lower prices named for steel scrap are due to the heavy arrivals at the steel mills and the decline in foundry stock is tracable to the break in the pig iron market. Mills are only taking shipments on old contracts and are refusing to make new deals.

A large transaction, which has evolved a great deal of interest, was the purchase of an unknown tonnage, 60,000 to 100,000 tons from the U. S. Government. This was the entire accumulation of scrap left by the French syndicate in Panama. The price, $17.20 a net ton delivered on dock, New York, is considered high and it is believed that the purchasers expect to obtain a considerable salvage.

Prices for straight carloads, of one grade, are as follows:

	Per gross ton— New York.	Chicago.	Cleveland.	St. Louis
Old steel rails (under 6 ft.)	$14.50 to $15.00	$16.50 to $17.00	$16.00 to $16.50	$14.50 to $15.00
Old steel boiler plate	.....	.....	14.00 to 14.50	.....
Maleable cast	16.00 to 16.50	.....	14.00 to 14.50	.....
Heavy steel	14.00 to 14.50	15.25 to 15.75	15.00 to 15.50	14.50 to 15.00
	Per net ton—			
R. R. wrought	$16.00 to $16.50	$13.50 to $15.00	$15.00 to $15.50	$14.00 to $15.50
Pipes and flues	13.50 to 14.00	11.50 to 12.00	.....	10.50 to 11.00
Stove plate	11.00 to 11.50	12.50 to 13.00	12.00 to 12.50	10.00 to 10.50
Machinery cast	14.00 to 14.50	14.75 to 15.25	14.25 to 14.75	13.00 to 14.00

REINFORCING MATERIAL.

TRIANGULAR MESH.—The demand is limited but prices continue without change as follows:

Style No.	Price per 100 sq. ft. Cross sec. area per ft. width.	Carload lots.	Smaller quantities.
4	.012	$1.03	$1.25
5	.077	.82	.99
6	.058	.65	.78
7	.041	.50	.61
23	.170	1.73	2.08
24	.142	1.48	1.80
25	.124	1.32	1.60
26	.110	1.20	1.45
27	.085	.98	1.19
28	.066	.81	.98
29	.049	.67	.81
31	.261	2.55	3.08
32	.225	2.20	2.67
33	.196	1.96	2.38
34	.146	1.51	1.82
35	.109	1.20	1.45
36	.075	.89	1.07
38	.380	3.62	4.88
39	.325	3.12	3.77
40	.288	2.74	3.30
41	.208	2.08	2.52
42	.151	1.58	1.92
43	.101	1.13	1.36

This material is made in regular widths of 18, 22, 26, 30, 34, 38, 42, 46, 50, 54 and 58 ins. Standard lengths of rolls are 150, 300 and 600 ft. Cutting to special length is charged extra.

EXPANDED METAL.—Trade is light and prices are without change. Those given in the following table are for small quantities, delivered from warehouse, either New York or Pittsburg. For large lots concessions would be made:

Mesh, ins.	Gage (Stubs).	Section in sq. in. per ft. width.	Weight, in lbs., per sq. ft.	Size of Standard Sheets in ft.	Price per sq. ft. f. o. b. New York.
¾	18	.209	.74	8 × 3 or 6 ft.	5.5
¾	13	.225	.80	6 × 8 or 12 ft.	6.2
1½	12	.207	.70	4 × 8 or 12 ft.	5.5
2	12	.166	.56	5 × 8 or 12 ft.	4.8
3	16	.083	.28	6 × 8 or 12 ft.	2.4
3	10	.148	.50	5.25 × 8 or 12 ft.	2.6
3	10	.178	.60	6 × 8 or 12 ft.	2.8
3	10	.267	.90	4 × 8 or 12 ft.	3.8
3	10	.356	1.20	6 × 8 or 12 ft.	5.
3	6	.400	1.38	3.5 × 8 or 12 ft.	6.2
3	6	.600	2.07	4.66 × 8 or 12 ft.	8.3
4	16	.093	.42	4.5 × 8 or 9 ft.	2.8
6	4	.245	.84	5 × 8 or 12 ft.	3.7
6	4	.368	1.26	5 × 8 or 12 ft.	5.

INTERLOCKING PLATES.—While an advance was expected it did not occur due to the general hesitancy in the steel trade. For interlocking steel plates, of 24 gage black steel f. o. b. mill central Ohio, the following prices are named:

Length.	Per 100 sq. ft. Weight.	Price, Flat.
Under 4 ft.	160 lbs.	$11.00
4 to 6 ft.	160 lbs.	10.00
6 to 8 ft.	160 lbs.	9.50
8 to 10 ft.	160 lbs.	9.00
10 ft.	160 lbs.	8.50

Curved sheets are held at an advance of $1 per 100 sq. ft. over flat.

For a desirable order prices might be shaded about 10%.

BARS, CONCRETE REINFORCING.—While the volume of orders being booked by manufacturers are light there are already on the books which will keep them busy for several months. In addition large orders placed by the sellers of reinforcing material there is an immense tonnage booked for general consumers, such as railroads, implement makers and wagon builders. Some shading has appeared in the Pittsburg market, but 1.45 cts. is the figure.

The prices given below are for carloads of round or square bars from mills in the Pittsburg District:

	Cts. per lb. Plain.	*Deformed.
¾-inch and larger	1.50 to 1.60	1.55 to 1.65
⅝-inch	1.55 to 1.65	1.60 to 1.70
½-inch	1.60 to 1.70	1.65 to 1.75
⅜-inch	1.75 to 1.85	1.80 to 1.90
¼-inch	2.00 to 2.10	2.05 to 2.15

Bars from stock Pittsburg are usually cut to the required length without extra charge.

Prices are as follows:

	Cts. per lb. Plain.	*Deformed.
¾-inch and larger	1.70 to 1.80	1.80 to 1.90
⅝-inch	1.75 to 1.85	1.85 to 1.95
½-inch	1.80 to 1.90	1.90 to 2.00
⅜-inch	1.95 to 2.05	2.05 to 2.15
¼-inch	2.20 to 2.30	2.30 to 2.40

*The price of deformed bars varies according to the shape and some are held much higher than these prices.

Twisted bars are held at an advance of 10 to 25 cts. over plain bars.

The base price on plain bars from store, Chicago, is 2 to 2.10 cts.

EXPANDED LATH.—Prices continue without change. The price for carload lots given below is f. o. b. mill central Ohio:

Carload Lots.—Price in cts. per sq. yd.

Gage.	Weight per sq. yd.	Black.	Painted.	Galvanized.
27	2¼ lbs.	11½	12	18½
26	2½ lbs.	12½	13	19½
25	3 lbs.	13½	14	20½
24	3.4 lbs.	14	14½	21

Small Lots from Store.—Price in cts. per sq. yd.

Gage.	Black.	Painted.	Galvanized.
27	13½	14	20½
26	14½	15	21½
25	15½	16	22½
24	16	16½	23

This lath is packed 9 sheets to the bundle.

DIAMOND LATH FROM STORE.

Designation.	Gage.	Weight per sq. yd.	Price per sq. yd. Black. cts.
A	24	4 lbs.	20
A Special	24	4 lbs.	18
B	27	2.9 lbs.	16½
B Special	27	2.9 lbs.	15
B B	27	2.33 lbs.	14
Square Twist	24	4 lbs.	20
Diamond No. 24	..	3.75 lbs.	20
" No. 24 Special	..	3.00 lbs.	16½
" No. 26	..	2.66 lbs.	16½
" No. 26 Special	..	2.1 lbs.	14
Square Twist No 27	..	2.75 lbs.	14½

METALS.

COPPER.—The market was weak during the early part of the month and prices declined to around 13.25 cts. for electrolytic. This brought buyers and in the last week of February sales to domestic consumers aggregated nearly 25,000,000 lbs. Consumers, the country over, are bare of stocks and it is expected the buying will go further. Although the price is not cheap, the market has advanced slightly and to-day, March 2, electrolytic is quoted at 13.37½ cts. and Lake at 13.75 cts. This was largely brought about through the influence of higher prices abroad, the market there having gone up 10s. in two days, a rather rapid advance. The statistics, issued by the Copper Producers' Association early in the month were favorable to higher prices but, to say the least, they were distrusted by the trade in general. This is the first time there has been any serious question regarding these figures and the report of this month will be awaited with an unusual amount of interest. The consolidation of the mines and Silver Bow County seems to be more imminent than many people imagined.

The exports during the month of February amounted to nearly 35,000 tons.

ROOFING COPPER.—The market shows an improvement, the distilling interests or rather the manufacturers of supplies used in such plants, have been very busy. Roofing copper is likewise more active. Prices continue unchanged at 18 cts. base.

LEAD.—The lead market had a rather turbulant course during the month of February and prices declined sharply. Sales were made in New York as low as 4.50 cts., but the leading interests took no notice of the decline and the outside producers quickly filled their order boks so that prices today are at about the same level as they were in February. Sales have been at 4.60 cts. New York and 4.50 cts. East St. Louis. The American Smelting & Refining Co. continue to quote shipment lead, in 50 ton lots, at 4.70 cts. New York.

LEAD PIPE.—Despite the rapid movement in lead the price is unchanged at 5.75 cts. to jobbers and large consumers, and 6.40 cts. to small consumers.

SHEET LEAD.—Business is good and prices are unchanged at 6.25 cts. to large consumers and jobbers, and 6.75 cts. to plumbers.

LEAD WOOL.—Prices are unchanged at 8.25 cts.

PIG TIN.—Prices have declined moderately but they are still considered too high in view of the highly unfavorable statistical position. The decline only amounts to about 1½ cts. and pig tin in large lots can be had at 32.50 cts. Small lots are quoted at 34 cts. The visible supply, the world over, on March 1, were 1,700 tons less than the preceding month, but there is plenty of tin in sight.

MISCELLANEOUS METALS.—Small lots of metals and metal products can be obtained from jobbers' stores New York, at the following prices:

	Per lb.
Bismuth	$2.25
Brass tubes, iron pipe sizes:	
¼-in.	.19
⅜ to 3-in.	.18
3½-in.	.19
4-in.	.20
Brass, sheets	.15¾
Brass, rods	.15¼
Solder, ½ & ½ guaranteed	.21
Spelter, prime western	.07
Zinc sheets	.08½

OLD METALS.—Prices are higher than last month. Miscellaneous lots of scrap metal, amounting to about a ton, can be sold to dealers in New oYrk at the following prices:

	Cts. per lb.
Copper, heavy and wire	12.25@12.50
Copper, light and bottoms	12.00@12.25
Brass, heavy	8.75@ 9.00
Brass, light	7.00@ 7.25
Heavy machine composition	11.25@11.50
Clean brass turnings	8.00@ 8.25
Composition turnings	9.25@ 9.50
Lead, heavy	...@ 4.10
Lead, tea	...@ 3.85
Zinc, scrap	...@ 4.50

LUMBER.

The markets all over the country have been quiet and there have been few price changes of importance. In the New England territory a fair amount of business has been done but it was chiefly for small buildings. Several strikes, in the building trade, have occurred but, as yet, they have had no appreciable effect on consumption. A factor of much importance was the heavy snow which facilitated the cutting of lumber in the northern section of the country. Favorable weather is likewise aiding lumbermen in Canada.

The new St. Paul line, the Chicago, Milwaukee & Puget Sound R. R., has opened a new lumber-producing territory in the west and it is reasonable to suppose that a part of this lumber will find its way to markets in the middle west. It is significant to note, however, that a large order for piles for Panama recently went to an eastern concern; as they could have been delivered on the western coast, Port of Ancon, it would appear that eastern prices were the cheapest.

LONG-LEAF YELLOW PINE.—Quite a little dock work has been going on and the railroads have purchased freely so the market is firm with a fair demand. For delivery from yard, New York and vicinity classed "Merchantable" under the 1905 rules of the Association, prices are as follows:

Price per M. in Yard, New York.

Size.	Length 20 ft. base.	21 to 26 ft.	26 to 30 ft.	31 to 35 ft.
8 in wide and under by 8 in. thick and under.	$31	$32	$33	$34
10 in. wide by 10 in. thick and under	33	34	35	36
12 in wide by 12 in. thick and under.	36	37	38	39
14 in. wide by 14 in. thick and under.	43	44	45	46
16 in. wide by 16 in. thick and under.	45	46	47	48

For pieces longer than 35 ft. and less than 40 ft. add from $4 to $8 to base price.

NORTH CAROLINA PINE—The prices given below are for the cheaper grades of this lumber. Prime material is about $15 per M. higher. For pieces 20 ft. long and less, in car lots New York, prices are as follows:

Size.		Size.	
2 × 4 in.	$18	2 × 10 in.	$21
2 × 6 in.	18	2 × 12 in.	22
2 × 8 in.	18		

Roofing boards, either ship lapped or tongue and grooved, are as follows:

Size.		Size.	
13/16 × 5½ in.	$17.50	13/16 × 9½ in.	$19.00
13/16 × 7½ in.	18.00	13/16 × 11½ in.	20.00

Random widths, between any two, take the price of the widest.

Prices are higher than a month ago in Boston, and there 6-in. roofing boards are quoted at $17.50 to $18.25; 8-in. at $18.50 to $19.00.

SPRUCE.—Full cars or cargoes of spruce can be had at $24 to $25 for 2 × 4-in. to 2 × 8-in.; for 2 × 9-in. and 2 × 10-in., $26 to $26.50 is asked. This, however, is Canadian spruce and only comes in short lengths of 12 and 14 ft. For large lots on track or delivered in the harbor, New York, prices are about as follows:

Size.	*Length, 10 to 20 ft.
2 to 4 in. thick by 4 to 8 in. wide	$27.50 to $28.50
2 to 4 in. thick by 10 to 12 in. wide	29.00 to 30.00

Sizes.	Length, 12 to 16 ft.
1 × 6 to 1 × 10	$26.00 to $28.00

*For each additional ft. in length, over 20 ft., add $1 per M.

For "Building Orders" of spruce Boston prices are $22.50 in yard, but sales have been made at higher figures. Other prices there are, $21 for 2 × 4-in.; $19.50 to $20 for 2 × 3-in. to 2 × 7-in., and $21.50 to $22 for 2 × 8-in.

SPRUCE BOARDS.—Prices of boards are without any material change, and for Adirondack spruce delivered in car lots, New York, prices are as follows: 1 × 4-in., $25.50; 1 × 5-in., $26; 1 × 6-in. and 1 × 7-in., $26.50; 1 × 8-in., $27; 1 × 9-in., $28.50; 1 × 10-in., $29. Culls, or No. 3, can be had at $21 to $21.50.

Boston prices for "Merchantable" boards 5-in. and wider are $19.50 to $20.

FLOORING.—All flooring is sold at its actual width, but as laid, on account of the tongue and groove, it does not measure the full width. The following prices are for yard delivery of long-leaf yellow pine, the actual measurement being 13/16 × 2¼-in., but counted as 1 × 3-in.: A. sap, $43 to $44.50; A. flat, $31 to $32; common, $24.50 to $25.

FACTORY FLOORING.—Prices of tongue and grooved factory flooring of North Carolina pine from 2 to 4 ins. thick and 5 to 9 ins. wide are unchanged at $19 per M. f. o. b. Norfolk, Va. On cars New York City it can be had for $23 per M.

MAPLE FLOORING.—Clear stock with 2-in. face is $45; No. 1 is $36.50 for 2-in.; $38.50 for 2¼-in., and $38 for 3¼-in. Factory flooring of maple ranges from $25.50 to $30.50.

OAK FLOORING.—The finest grades of red or white oak, quarter sawed flooring are $90 to $100 per M. in yard New York. Selected, quarter sawed flooring is $50 to $60; selected, plain sawed is $45 to $50, and very common oak is $30.

HEMLOCK.—Prices are not as firm as they were a month ago. It is evident that there is more hemlock than is wanted. The supply is not large but the demand is small and other kinds of rough lumber are being taken in preference to this. While the market is weaker, the base price of Pennsylvania is $21, and of West Virginia is $20.50. We repeat the quotation of a month ago as they seem to represent the market:

Prices per M. f. o. b. cars New York.

Size.	Length 10 ft.	12 ft.	14 ft.	16 ft.
2 × 4-in.	$23.00	$21.00	$21.00	$23.00
2 × 6-in. to 2 × 10-in.	21.00	21.00	21.00	18 to 20
3 × 4-in. to 12 × 12-in.	21.50	21.50	22.00	19 to 21
1 × 8-in.	....	18.00	18.00	18.00
1 × 10-in. & 1 × 12-in.	....	18.50	18.50	18.50

PILES.—The demand for piles is rather limited and, for New York delivery, prices are unchanged from last month, as follows: 60 to 64 ft., $7; 65 to 69 ft., $8; 70 to 74 ft., $9.50; 75 to 79 ft., $11; 80 ft. and longer, $14.

In Norfolk the following prices are named for carload lots of yellow pine piles, in cts. per lin. ft.: 40 to 50 ft. long, 12-in. butt, 7 cts., 14-in. butt, 9 cts.; 50 to 60 ft. long, 12-in. butt, 8 cts., 14-in. butt, 9 cts.; 60 to 70 ft. long, 14-in. butt, 10 cts.

Creosoted piles with 8-in. butt are 16 cts. per lin. ft., 14-in. butt 26 cts., and 18-in. butt 34 cts.

Oak piles with 14-in. butt, 40 ft. long, are $7.50 to $8; 50-ft. long, $11 to $11.50, and 60 ft. long are $14.50 to $15.

CROSS TIES.—Prices are steady following the two recent advances. The following quotations are named for carload lots f. o. b. New York City:

	Cts. each.
7 × 9-in.—8 ft. 6 ins.	80 to 81
7 × 8-in.—8 ft. 6 ins.	78 to 79
7 × 9-in.—8 ft.	78 to 80
6 × 9-in.—8 ft.	74 to 76
6 × 8-in.—8 ft.	68 to 69

In Savannah the shorter lengths are sold at 50 to 53 cts.

POLES.—See Line Construction.

SHINGLES.—Prices are unchanged. The following are quoted per M. for cypress shingles, New York City: No. 1 Hearts, 6 × 18-in. $7.50; Primes, 6 × 18-in., $6.50; No. 1 Hearts, 6 × 20-in., $10; Primes, 6 × 20-in., $8. Pine shingles, 2X clear, 6 × 18-in., are $4 and 4X best are $5.25. White cedar can be had at $5 for 16-in. Maine shingles are $3.50 to $4 at mill.

LATH.—Eastern spruce slab lath is $3.75 per M., New York. The market seems to be stiffening and in Boston $4 is asked.

GUM.—Loaded on cars f. o. b. Ohio River points, prices are without change, as follows: Red gum is $31 to $33 for first quality boards and $21 to $23 for common ones.

Sap gum, firsts and seconds, is $20 to $22 for boards less than 12 ins. wide. Common sap gum is $16 to $18.

HICKORY.—The market is quiet and prices are unchanged, as follows: For prime pieces, 1 to 2 ins. thick, wider than 4 ins., $50 to $66; 2¼ to 4 ins. thick, wider than 4 ins., $72 to $80; No. 1 Common, 1 to 2 ins. thick, wider than 3 ins., $30 to $40; 2¼ to 4 ins. thick, wider than 3 ins., $45 to $55.

BLACK WALNUT.—Furniture manufacturers are about the only buyers at present. Prime stuff 1 to 2 ins. thick and over 6 ins. wide, is held at $95 to $115; No. 1 common, 1 to 2 ins. thick and over 4 ins. wide, commands $52 to $65.

MAHOGANY.—Prices of mahogany are unchanged. The best grade of Mexican is $150; second grade, $100 to $110. Cuban is sold at $175.

CHERRY.—The best grade of material, 1 to 2 ins. thick and wider than 6 ins., sells at $90 to $100; No. 1 common, 1 to 2 ins. thick and wider than 4 ins., is sold at $45 to $55.

FREIGHT RATES.—In the following list the carload freight rates on lumber, per 100 lbs., to the principal cities are as follows: Baltimore, 16 cts.; Boston, 21 cts.; Buffalo, 10 cts; Cleveland, 10 cts.; Detroit, 10 cts.; Indianapolis, 7 cts.; New York City, 19 cts.; Philadelphia, 17 cts.; Pittsburg, 10 cts.; Syracuse, 14 cts.; Toledo, 9 cts. From Norfolk, Va., to New York, 13 cts.; Boston, 15 cts. From Detroit, Mich., to New York, 19¼ cts.; to Philadelphia, 17½ cts.

YELLOW POPLAR, ROUGH.

At mill, Ohio River points.

Thickness.	Classification and width—Prime, 8-in. and over.	Common, 4-in. and over.
1-in.	$54 to $56	$33 to $36
1¼–2-in.	57 to 59	33 to 37
3-in.	62 to 65	.....
4-in.	62 to 67	.....

Poplar squares 3 × 3-in., 4 × 4-in., 5 × 5-in., 6 × 6-in., and 7 × 7-in., of good quality, are $62 to $67; 8 × 8-in. and larger, when obtainable, are $72 to $77 per M.

CHESTNUT.

At mill, Ohio River points.

Thickness.	Classification and width—A 1, 6-in. and wider.	Sound Wormy, 3-in. and wider.
1 -in.	$43 to $45	$17.50 to $19
1¼–in.	45 to 47	19.50 to 21
2 -in.	46 to 48	20.50 to 22

WHITE ASH.

At mill, Ohio River points.

Thickness.	Classification and width—A 1, 5-in. and over.	Common, 3-in. and over.
1-in.	$44 to $48	$30 to $33
1¼–2-in.	48 to 52	31 to 34
2¼–3-in.	65 to 70	40 to 45
4-in.	70 to 75	40 to 45

Cull boards are $20 to $22 and planks, $24 to $26.

WHITE OAK.

At mill, Ohio River points.

Thickness.	Classification and width—A 1, 6-in. and over.	Common, 3-in. and over.
1-in.	$45 to $47	$30 to $32
2–2¼-in.	47 to 49	32 to 34

Cull boards are $18 to $21; plank, from $21 to $23.

GLASS.

WINDOW GLASS.—Prices are firmer than last month. The extreme discount to jobbers is 90 and 10% for all sizes of single and double strength. This applies to jobbers' list, Oct. 1, 1903. The net prices per box of 50 sq. ft. at this discount are as follows:

American Window Glass.

Single Thickness. Price per box, 50 sq. ft.

Size of Glass, ins.	A.	B.
6 × 8 to 10 × 15	$2.40	$2.20
11 × 14		
12 × 12 to 14 × 20	2.52	2.40
10 × 24 to 16 × 24	2.70	2.52
18 × 22		
20 × 20 to 20 × 30	2.87	2.64
15 × 36 to 24 × 30	2.96	2.70
26 × 28 to 24 × 36	3.14	2.79
26 × 34		
28 × 32 to 30 × 40	3.47	2.94
30 × 30		
32 × 38		
34 × 36 to 30 × 50	4.00	3.46
30 × 52 to 30 × 54	4.27	3.76

PLATE GLASS.—Prices are unchanged and discounts are as follows: For all single plates of less than 5 sq. ft. the discount is 75 and 10%, for plates containing from 5 to 10 sq. ft. the discount is 80 and 5%, and for plates containing over 10 sq. ft. the discount is 85% from list.

Polished plate glass is regularly made in all widths from 6 to 10 ins., inclusive, and in lengths from 6 to 120 ins., advancing by even inches. Also all widths from 12 to 144 ins. advancing by even inches and in lengths from 12 to 208 ins. advancing by even inches. Odd and fractional parts of inches are charged at the price of the next highest even inch. The price given below is the net cost of the glass of the size given, boxing being charged extra:

NET PRICES OF POLISHED PLATE GLASS IN DOLLARS.

Length, feet.	Width, ft.— 1.	1.5	2.	2.5	3.	3.5	4.	4.5	5	6.	7.	8	9.	10.
1	0.29	0.43	0.56	0.71	1.01	1.18	1.35	1.52	1.69	2.75	3.20	3.50	4.10	4.60
1.5	0.43	0.63	1.01	1.27	1.52	2.40	2.75	3.00	3.45	4.15	5.10	5.85	6.60	7.30
2	0.56	1.01	1.35	1.69	2.75	3.20	3.65	4.10	4.60	5.85	6.80	7.80	8.60	9.80
2.5	0.71	1.27	1.69	2.85	3.45	4.00	4.60	5.50	6.10	7.30	8.50	9.80	11.50	12.80
3	1.01	1.18	2.75	3.45	4.15	5.10	5.85	6.60	7.30	8.80	10.80	12.10	13.80	15.30
3.5	1.18	2.40	3.20	4.00	5.10	6.00	6.80	7.80	8.60	10.40	12.50	14.30	16.00	17.90
4	1.35	2.75	3.65	4.60	5.85	6.80	7.80	8.70	9.75	12.20	14.30	16.40	18.30	20.50
4.5	1.52	3.00	4.10	5.50	6.60	7.90	8.70	10.40	11.50	13.80	16.00	18.50	20.75	23.00
5	1.69	3.45	4.60	6.10	7.30	8.60	9.75	11.50	12.80	15.30	17.90	20.50	23.00	27.00
6	2.75	4.15	5.85	7.30	8.80	10.40	12.20	13.80	15.30	18.30	21.50	26.00	29.00	32.50
7	3.20	5.10	6.80	8.50	10.80	12.50	14.30	16.00	17.90	21.50	26.40	30.50	34.00	38.00
8	3.50	5.85	7.80	9.80	12.10	14.30	16.40	18.50	20.50	26.00	30.50	34.50	38.80	43.00
9	4.10	6.60	8.60	10.50	13.80	16.00	18.30	20.75	23.00	29.00	34.00	38.80	44.00	48.50
10	4.60	7.30	9.80	12.80	15.30	17.90	20.50	23.00	27.00	32.50	38.00	43.00	48.50	60.00
11	5.40	8.05	11.20	14.00	16.80	19.70	22.50	26.70	29.75	35.80	41.50	47.50	54.40	66.00
12	5.85	8.75	12.30	15.30	18.25	21.50	26.00	29.00	33.40	38.90	45.20	51.80	64.80	72.00
13	6.35	9.50	13.30	16.50	19.90	24.50	28.00	31.50	35.00	42.00	49.00	62.50	70.50	122.00
14	6.75	10.60	14.50	17.90	21.50	26.50	30.30	34.00	37.60	45.00	52.80	67.50	118.00	158.00
15	....	....	....	....	....	....	28.40	32.40	36.50	40.50	48.60	63.00	72.00	151.00	169.00
16	....	....	....	....	....	....	46.00	52.60	59.50	66.00	79.20	101.00	144.00	162.00	210.00
17	....	....	....	....	....	....	49.00	56.00	63.00	70.50	92.00	107.00	153.00	205.00	224.00
18	....	....	....	....	....	....	52.00	59.50	66.50	74.50	97.00	142.00	164.00	215.00	341.00

SKYLIGHT GLASS.—Prices are without change. Small lots from store, New York, are quoted as follows:

Thickness in ins.	Price per sq. ft.
⅛	7 cts.
3/16	10 cts.
¼	15 cts.

Wired glass, 1¼-in. thick, is unchanged at 25 cts. per sq. ft.

VAULT LIGHTS.—Prices are unchanged at 4 to 5 cts. per lb when contractors furnish their own molds. Bull's eyes, 3 ins. in diameter, are 3 cts. each in large lots.

CLAY PRODUCTS.

SEWER PIPE.—Trade is quiet, but there is a great deal of new business in sight. The discounts from the "Eastern List" for standard sewer pipe are, 83% for sizes up to 24-in.; 78% for 27 and 30-in.; 73% for 33 and 36-in. At these discounts the net price per ft. for carload lots f. o. b. factory are as follows:

2 & 3-in.	$0.027	18-in.	$0.289
4-in.	.034	20-in.	.382
5-in.	.042	21-in.	.425
6-in.	.051	22-in.	.468
8-in.	.085	24-in.	.715
9-in.	.102	27-in.	.93
10-in.	.128	30-in.	1.21
12-in.	.17	33-in.	1.69
15-in.	.23	36-in.	1.89

HOLLOW WALL TILE.—Quotations are unchanged from last month. For hollow wall building tile, f. o. b. factory, Perth Amboy, N. J., prices are as follows:

	Price per block, in cts.
4 × 12 × 12-in.	3.25
6 × 12 × 12-in.	6.6
8 × 12 × 12-in.	8.9
10 × 12 × 12-in.	10.5
12 × 12 × 12-in.	12.1

Fireproofing partition blocks are unchanged as follows:

	Price per block, in cts.
2 × 12 × 12-in.	4.4
3 × 12 × 12-in.	4.4
4 × 12 × 12-in.	5.
6 × 12 × 12-in.	6.6
8 × 12 × 12-in.	8.8

These prices are for what would be considered small orders—approximately carload lots. For quantities which exceed $1,000 worth of material, concessions will be made.

ROOFING TILE.—Prices continue without change. The best grade of promenade roofing tile in flat blocks for high grade roofs is sold at $20 per M. for run of kiln and $30 per M. for selected. Glazed blocks can be had at $15 to $16. These prices are for 6 × 9 blocks f. o. b. factory. It requires 258 blocks to lay 100 sq. ft. of roof surface and, in consequence, the price per 100 sq. ft. of roof surface would be $5.87 for the glazed blocks; $7.82 for the run of kiln, and $10.73 for the selected.

Vitrified tile unglazed, of the French or Spanish type, is sold at approximately $8.50 per 100 sq. ft. of roof surface f. o. b. factory. Glass tiles are sold at 60 cts. each. It requires 183 of these for 100 sq. ft. of roofing.

DUCT TELEPHONE.—While the price is unchanged the demand shows some improvement. Small lots are sold at 4¼ to 5 cts. for delivery in New York City, but on desirable orders this figure would be considerably shaded.

FLUE LININGS.—The discount from list f. o. b. mill is 85%, delivered in New York; in small lots, they can be had at 78%. Based on a discount of 85% at the mill net prices are as follows:

Size.	Weight in lbs.	Price per ft.
4½ × 8½-in.	14	$0.04½
4½ × 13-in.	20	.068
4½ × 18-in.	40	.15
6 × 12-in.	22	.075
7 × 7-in.	15	.053
8½ × 8½-in.	18	.068
8½ × 13-in.	28	.098
8½ × 18-in.	45	.135
12 × 16-in.	45	.15
13 × 13-in.	38	.128
13 × 18-in.	57	.18
14 × 16-in.	60	.165
16 × 16-in.	65	.24
16 × 20-in.	80	.30
18 × 18-in.	75	.30

PAVING MATERIALS.

The outlook for all kinds of paving material is excellent. One of the most important contracts let in a long time was for about 200 miles of highway improvement in New York State.

GRANITE BLOCK.—While there is almost no demand at present, there is much business in sight. Prices are without change. For delivery in New York Cape Ann gran-ite, in the old style block, is $1.50 per sq. yd. Dressed block to lay with the joint not more than ¼-in. is $1.80 per sq. yd.

ASPHALTUM.—The demand is only fair. Prices, however, continue firm. Refined Trinidad asphaltum is $25 per net ton and waterproofing asphaltum is $27 per net ton for the best grades. California grades are higher at $26 to $30 f. o. b. New York and $16 to $19 at point of shipment.

ROAD OILS.—There is a lot of business that will be placed later in the season, but at present everything is very quiet. For

30% asphaltum oil 4 cts. per gal. f. o. b. New York is asked. Texico macadam asphalt, 90% to 95% is 10 cts. per gal. in bulk f. o. b. New York or Philadelphia. A or X tarvia in barrels is 8½ to 9½ cts. per gal.; B grade, in barrels, is 7 to 8 cts. per gal.

PAVING BLOCKS, WOOD.—For long leaf yellow pine blocks having not less than 20 lbs. of oil per cu. ft. the following prices are asked per sq. yd. f. o. b. New York City: 3 ins. thick, $1.70; 3½ ins. thick, $1.60, and 4 ins. thick, $2.10. These prices may vary slightly according to the different specifications, but probably not more than 15 cts. per sq. yd.

VITRIFIED BRICK.—The price per M. varies according to the size, but in general both brick and block average 55 to 65 cts. per sq. yd. f. o. b. factory. Some makers are asking 48 to 60 cts. per sq. yd. About 38 to 46 blocks and 55 to 62 bricks are required for sq. yd.

At these prices brick and block would cost from $1 to $1.25 delivered in New York and New England States. In Ohio, Pennsylvania, Indiana and Illinois they would average from $0.75 to $1 delivered.

MILL SUPPLIES.

SHAFTING.—Some good business has developed in the east, but it was chiefly for small lots. Prices are without change. Cold drawn steel shafting is sold by the makers at 55% discount, in carload lots, and 50% discount in less than carload lots. The following prices, per ft., are based on less than carload lots: ¾-in., 4.15 cts.; 1-in., 7.30 cts.; 1¼-in., 11.50 cts.; 1¼-in., 15 cts.; 1¾-in., 20.50 cts.; 2-in., 25.50 cts.; 2¼-in., 38.75 cts.; 2½-in., 41.75 cts.; 2¾-in., 50 cts.; 3-in., 60 cts.; 3½-in., 90 cts.; 4-in., $1.27½; 4½-in., $1.78; 5-in., $2.35; 5½-in., $2; 6-in., $3.85.

BELTING.—A fair amount of business is reported. Prices are without change. Discounts on rubber belting are as follows: Competition, 70 and 10%; standard, 60 and 10%; best grades, 50 and 10%.

The following discounts are named for both single and double leather belting, being unchanged from a month ago: Extra heavy, 55%; heavy, 60%; medium, 60 and 10%; light, 60, 10 and 10%; shoulder, 75%; standard, 70 and 10%.

In the following list is given the net price, per ft., of the best grade of rubber belting, figured at a discount of 60 and 10% from list:

RUBBER BELTING, PRICE PER FT.

Diam. ins.	2-ply.	4-ply.	6-ply.
3	$0.10	$0.135	$0.21
4	.125	.19	.28
5	.165	.235	.35
6	.195	.28	.42
7	.235	.33	.535
8	.265	.38	.57
9	.315	.425	.64
10	.34	.53	.72
12	.42	.63	.70
14	.49	.69	1.04
16	.56	.80	1.20
18	.63	.91	1.36
20	.72	1.02	1.52
22	.79	1.14	1.70
24	.88	1.39	2.08
28	1.07	1.51	2.27
30	1.15	1.64	2.46

CHAIN BELTING.—Chain drives of the Morse type which are made in sizes from 1 HP. to 5,000 HP. at speeds from 3,000 to 100 r. p. m.

Prices are as follows: From 3 HP. to 10 HP., 30-in. centers complete, with two sprockets, $7 to $8 per HP.; from 10 HP. to 25 HP., 36-in. centers complete, $5 to $6 per HP.; from 25 HP. to 100 HP., 60-in. centers complete, $4 to $5 per HP.; from 100 HP. to 500 HP., 72-in. centers complete, $3 to $4 per HP.

The net prices of leather belting are unchanged from last month. They were printed on page 48 of the Engineering News of Feb. 3.

LUBRICATING OILS.—Some low prices were made in recent bids to the government for canal supplies. In general, the following prices prevail to large consumers of approved credit who buy in 5-bbl. lots or larger:

	Cts. per gal.
*Cylinder, light filtered	23 to 32
*Cylinder, dark	20 to 27
*Cylinder, steam refined	14 to 22
Neutral Oils, filtered:	
Stainless white, 32 to 34 gravity	28 to 29
Lemon, 33 to 34 gravity	17 to 19
Dark, 32 gravity	15 to 18
Crank case oil	15 to 17

*Prices vary according to test.

GRAPHITE LUBRICANTS.—The prices, per pound, in barrel lots, to the small consumers are given as follows: Engine flake graphite, 12 cts.; oiled graphite, 20 cts.; car box grease, 8 cts.; gear grease, for electric cars, 4¼ cts.; cup grease, 15 cts.; axle grease, 8½ cts.; automobile graphite grease, 16 cts.

Large consumers and jobbers can obtain considerable concession from these figures.

PACKING.—Valve and stuffing box packing is unchanged at the following prices per pound: Asbestos wick and rope, 13 cts.; sheet rubber, 11 to 13 cts.; pure gum rubber, 40 to 45 cts.; red sheet, 40 to 50 cts.; Jenkin's "96" packing, 60 cts.

FIRE HOSE.—The standard grade of underwriter's cotton rubber-lined hose, ⅝ ins. in diameter, warranted 350 lbs. pressure, is sold in 50-ft. lengths, complete with couplings, at 65 cts. per ft. Common hose, 2½ ins. in diameter, tested to 200 lbs. pressure, is 35 cts. per ft.

COTTON WASTE.—Standard cotton mill waste is practically unchanged from last month. No. 1 clean white waste is 9 cts. and B. grade 8 cts. per lb.

HIGH SPEED STEEL.—Prices are without change at about 65 cts. per lb. for the better known brands. Some of the largest users obtain their material at 50 cts. per lb.

OILS AND PAINTS.

LINSEED OIL.—The price continues remarkably high and business is light. The advance has been so rapid and quotations are on such an unusually high level that adulterations are common, and this, coupled with the natural falling off in demand due to high prices, has resulted in a marked decrease in the amount of oil taken by consumers. It is said, in some quarters, that the crushers are stocking oil, but the present high price is probably a legitimate one considering the unusual figure at which flaxseed is quoted.

Prices are without change from last month, out of town raw being quoted at 77 cts.; city raw at 78 cts., while boiled oil is at the usual advance of 1 ct. per gallon over raw.

SPIRITS TURPENTINE.—Prices of turpentine have changed very little during the month and is now slightly lower than on February 1st. In 5-bbl. lots it can be had at 62½ to 63 cts. per gal., a decline of 1½ cts. since last month. In Savannah, Ga., and Charleston, S. C., the price is likewise lower at 58½ cts.

PAINTS.—The demand is excellent and there is a good deal of white lead being shipped out by manufacturers. Some of the makers of mixed paint that have built up a line of trade are selling at the old figures, but this only applies for stock orders of the usual size to regular customers, and new orders are taken at advances of 10 to 15 cts. per gal., which of course does not compensate for the increased cost of raw material.

The prices of white lead in oil, or dry, are as follows for lots of 500 lbs. and over: In 100, 250 and 500-lb. kegs, 7¼ cts. per lb.; in 25 and 50-lb. kegs, 7½ cts. per lb. Red lead and litharge in bbls., ½ bbls. and 100-lb. kegs is 7¼ cts. per lb.

Brown metallic is $16.50 to $22 per ton; red metallic can be had at $14 to $18 per ton. American Venetian red is sold, in ton lots, at 75 cts. to $1.50 per 100 lbs.; English at $1.15 to $1.60 per 100 lbs.

Graphite bridge paints with an asphaltum base are quoted at 65 cts. per gal. in car lots and 70 cts. per gal. in bbl. lots.

Graphite paints are much higher. Some manufacturers have advanced their quotations 15%, others, however, are not in a position to make quotations for large lots. In general the best grades are $1.10 to $1.25 per gal. although one large manufacturer is still quoting to its regular customers somewhat lower figures. It is easy to compute that these prices are reasonable ones when it is known that a gallon of graphite paint, strictly linseed oil base, requires approximately one gallon of oil costing 78 cts. and 3 lbs. of pigment which at 8 cts. per lb. would be 24 cts., totaling $1.02 for the net cost without making any allowance for the labor involved or the containers.

Hydrex preservative paint is sold at 75 cts. per gal. in bbl. lots New York.

LINE CONSTRUCTION.

Much work for power lines is contemplated this year and it is seldom that the outlook has been as bright as at present.

TELEGRAHPH WIRE.—The demand continues to improve. Prices are unchanged, the inside one being for ordinary steel while the outside price is for extra best steel. The sizes are in Birmingham wire gage and the price in cts. per lb. Nos. 6 to 9 is 4¾ cts.; Nos. 10 to 11, 3¼ to 4½ cts.; No. 12, 3¼ to 4¾ cts.; No. 14, 3¾ to 5¼ cts. Actual freight is allowed from point of manufacture, Trenton, N. J., when it does not exceed 25 cts. per 100 lbs.

WIRE, COPPER.—More wire was contracted for during February than in any single month in a long time. Prices are unchanged and 15.25 cts. is the quotation for No. 8 wire and heavier, both bare and insulated, in carload lots New York City. Grooved trolley wire is held at an advance of 0.25 cts. per lb. over the base price. A more comprehensive statement of conditions in the copper market will be found in the review of that market under the heading "Metals."

ALUMINUM WIRE.—With c... as it is there is very little dem... inum wire. The price is un... cts. base.

INSULATORS.—Glass insul... of more than 1,000 and less t... sold at the following price... Double petticoat 20 oz., $33; ... $30.25; No. 2 cable, $53.90; ... $210; Muncie type, 7-in., $2... triple petticoat, 4½-in., $90.75.

POLES.—The price of poles ... in all parts of the country. ... poles f. o. b. Rex, Mich., fr... Chicago 12 cts., are quoted by ... Judd Lumber & Cooperage Co., ... Minn., as follows:

Length.	Price each —Diam. at top—	
feet.	5-in.	7-in.
25	$0.60	$1.45
30	....	3.50
35	....	4.75
40	....	7.00
45	....	9.50
50	....	12.00

MISCELLANEOUS.

PAPER.—The demand is only fair and prices are without change. Hydrex waterproofing felt is quoted at $1.25 per 100 sq. ft. Deafening felt, 6 and 9 lbs. to ... sq. ft. is $40 per net ton. Red rope roofing is $1.75 per roll of 250 sq. ft. for one-ply. Tar paper, in rolls of 400 sq. ft., is $31 per ton in carload lots. Other prices are as follows:

Tarred Paper:	Per roll of 108 sq. ft.
Standard 2-ply, 40 lbs.	$0.45
Extra heavy 2-ply, 45 lbs.	.55
Standard 3-ply, 60 lbs.	.65
Extra heavy 3-ply, 70 lbs.	.75
Rozin Sized Sheathing:	Per roll of 500 sq. ft.
Light, 35 lbs.	$0.38
Medium, 30 lbs.	.45
Heavy, 40 lbs.	.60

PITCH.—The best quality of roofing and waterproofing pitch is sold at $14 to $15 per 100 tons, delivered New York.

ROOFING CEMENT.—Prices are unchanged and Texaco roofing cement is quoted at $25 per ton.

OAKUM.—Prices are unchanged from last month and for 50-lb. bales, New York, they are as follows: Best grade, 6¼ cts.; U. S. Navy, 5¾ cts.; plumbers' spun oakum, 2¼ cts.

ROPE.—Prices are unchanged from last month as follows: Pure Manilas of the highest grade, 8 to 8¼ cts.; second grade, 7¼ cts.; and the less desirable qualities, 7¼ cts. per lb. Pure sisal is easier at 7¼ cts.; second grade, 6 cts. per lb. Jute rope, ¼-in. and larger is 5 to 5½ cts. per lb.

ROOFING SLATE.—Trade is very quiet. The stocks are not large and the quarries have been unable to accumulate any surplus. The following quotations are for carload lots, f. o. b. quarry of the sizes in most general use:

	Per 100 sq. ft.
Vermont, sea green	$4.00 to $4.50
Pennsylvania, Bangor ribbon	4.00 to 4.50
Maine, Brownsville No. 1	6.00 to 7.75
Maine, Brownsville No. 2	5.60 to 6.00
Red	10.50 to 12.25
Unfading green	4.50 to 5.00
Genuine Bangor	5.00 to 6.50

For other Proposal Advertisements see pages 51, 52, 53, 54, 56, of Advertisements and Construction News page 88.

ROAD WORK.

STATE OF MARYLAND.
STATE ROADS COMMISSION,
Union Trust Building,
Baltimore, Md.
NOTICE TO CONTRACTORS.

Sealed proposals for building twelve sections of State Highway, aggregating 50 and 56/100 miles, in the following Counties of the State of Maryland, viz:

ANNE ARUNDEL:

On the road between Brooklyn and Glenburnie, a distance of about 5.32 miles, in one section.

BALTIMORE CO.:

On the Bel Air Road, from Overlea to Perry Hall, in one section of 5.13 miles.

On the Falls Road, from the City Limits to Mt. Washington, in one section of 1.98 miles.

CARROLL:

HOWARD:

FREDERICK:

MONTGOMERY:

On the Ridgeville-Damascus Road, between Ridgeville and Clagettsville, in one section, a distance of about 2.33 miles.

CAROLINE:

On the road from Federalsburg towards American Corners, in one section, a distance of about 2.67 miles.

On the road from Greensboro to the Pasapee Landing Road, in one section, a distance of about 4.07 miles.

CHARLES:

On the road between White Plains and Prince George's County Line, near Mattawoman, in one section, a distance of about 6.25 miles.

DORCHESTER:

On the road from Hurlock to Shiloh, in one section, a distance of 3 miles in length.

On the road, from Shiloh to East New Market, in one section, a distance of about 2.75 miles.

KENT:

On the Chestertown - Kennedyville Road, in one section, between the 1909 Contract (Goose Creek) and Kennedyville, a distance of about 4.55 miles.

PRINCE GEORGE'S:

On the T. B. Road, between the District of Columbia Line and the Watter's Mill Road, in one section, a distance of about 6.11 miles.

TALBOT:

On the road between the 1909 Contract and Stafford's Lane, about two thousand feet East of Skipton, in one section, a distance of about 6.4 miles.

Will be received by the State Roads Commission, at its offices in the Union Trust Building, Baltimore, Maryland, until 12.00 m. on the 24th day of March, 1910, at which time and place they will be publicly opened and read.

Bids must be made upon blanks to be furnished by the Commission, on application and payment of two dollars.

No bids will be received unless accompanied by a certified check for the sum of Five Hundred (500) Dollars, payable to the State Roads Commission.

The successful bidder will be required to give bond, and comply with the Act of the General Assembly of Maryland of 1908, Chapter 141, respecting contracts.

The Commission reserves the right to reject any and all bids.

By order of the State Roads Commission, this 24th day of February, 1910.

JOHN M. TUCKER,
Chairman.

J. C. BOWERMAN,
Secretary.

FENCES AT THE LOCK IN THE CHARLES RIVER DAM.

THE COMMONWEALTH OF MASSACHUSETTS.

CHARLES RIVER BASIN COMMISSION.

Sealed proposals will be received at the office of the Charles River Basin Commission, 367 Boylston Street, Boston, Mass., until 2.30 o'clock P. M., of Monday, March 14, 1910, for furnishing and erecting a galvanized iron fence in the vicinity of the Lock in the Charles River Dam, in the city of Boston. About 1,700 linear feet of fence will be required, the total weight being approximately 50 tons. Pamphlets containing further information for bidders, forms of proposal, contract and specifications will be mailed to contractors who apply to the Chief Engineer, or may be obtained at his office, 367 Boylston Street, Boston, where also plans may be seen. Sets of plans may be taken from the office upon making a deposit of two dollars for each set taken, this deposit to be refunded upon the return of the plans. The printed form must be used in making proposals. The Commission reserves the right to reject any or all proposals and to accept the proposal deemed best for the Commonwealth. HENRY D. YERXA, Chairman, JOSHUA B. HOLDEN, EDGAR R. CHAMPLIN, Charles River Basin Commission; HIRAM A. MILLER, Chief Engineer; WILLIAM S. YOUNGMAN, Secretary.

TREASURY DEPARTMENT, Office of the Supervising Architect, Washington, D. C., March 2, 1910.—Sealed proposals will be received at this office until 3 o'clock P. M. on the 11th day of April, 1910, and then opened, for the construction complete (including plumbing, gas piping, heating apparatus, electric conduits and wiring), of the U. S. Post Office at Ashtabula, Ohio, in accordance with drawings and specification, copies of which may be obtained from the custodian of site at Ashtabula, Ohio, or at this office at the discretion of the Supervising Architect. JAMES KNOX TAYLOR, Supervising Architect.

Situations Wanted

CORNELL GRADUATE, eight years' business experience specializing as purchasing engineer, will organize department for growing corporation; combines engineering advice with purchasing ability. Address "L. B. 9," Engineering News, New York. 9-1t

A young man with technical as well as mercantile training, more than 10 years' experience, up to date in the building and railroad line, is open for engagement as a

Solicitor and Estimator

for a contracting firm; A1 references. Address H. L. C., 2112 E. 96th St., Cleveland, Ohio. 9-3t

Situations Open

STEEL DESIGNER WANTED, with experience on New York buildings; state experience, references and salary expected. Address "X. B. 9," Engineering News, New York. 9-1t

Miscellaneous Wants

CORNELL TECHNICAL graduate, nine years' business experience, will take New York sales agency for any mechanical proposition or manage weak concern, personally investing if necessary. Address "M. B. 9," Engineering News, New York. 9-1t

WANTED.—Second-hand transit. Describe fully. Address "P. B. 9," Engineering News, New York. 9-2t